



Hongkong Daily Press.

ESTABLISHED 1857

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[a303]

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[a351]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
In Casks 375 lbs. net
In Bars 250 lbs. net
SHEWAN, TOME & CO.,
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Hongkong, 29th April, 1908. [a798]

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8.00 a.m. to 10.00 a.m. ... Every 10 minutes.
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11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
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[a545]

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Hongkong, 12th April, 1911. [a591]



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3 Dry Docks	No. 1 ... 510 ft.	77 ft.	26 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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	Floating Docks.	No. 1.	No. 2.
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Max. Length of Ship taken in	460 Feet.	520 Feet.	
" Breadth	56 "	66 "	
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The Floating Sheerlegs, capable of lifting 40 ton weight.

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[a761]

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[a713]

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[a724]

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Hongkong, 24th July, 1905. [a967]

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[25]

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The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1911.

THE news of the death of Sir ROBERT HART, at the age of 76, can occasion no surprise, but the passing of a distinguished administrator who has done so much for the regeneration of China naturally evokes deep regret. Coming out to the East when he was nineteen years of age, he has spent a long and eminently useful life in this part of the world, and may therefore be not inaptly described as an Oriental Britisher. He came out originally in the British Consular service, in which he remained from 1854 to 1859, when he was granted special permission to resign and accept a position in the Chinese Maritime Customs which was then being organised. Becoming Inspector-General in 1863, he has held the appointment continuously to the day of his death—a period of no less than forty-seven years. It is only two years ago that the Press of the whole world was eulogising the magnificent service he has rendered to the Empire of China; and there is little need to tell the whole story again. Nothing can better attest the worldwide appreciation of the work he accomplished than the fact that probably no man, unless he be of royal birth, has ever been decorated by so many monarchs. His Chinese distinctions were such as have never been conferred on any other foreigner, while he wore also the insignia of high rank in Great Britain, Germany, France, Austria, Italy, Japan, Norway and Sweden, Holland, Belgium and Portugal. In China he

was the recipient of a large number of honours from the Throne, culminating in the brevet title of Junior Guardian of the Heir Apparent, and his death will doubtless be the occasion of a ceremonial in China befitting his high rank. As regards the future of the splendid organisation Sir ROBERT HART practically created, no uneasiness is occasioned by his death, for that question was settled just five years ago when by Imperial Decree a Revenue Council was created for the special management of Customs affairs which, hitherto, had been under the control of the Board of Foreign Affairs and the Board of Revenue. It will

be remembered that this Edict created a good deal of consternation among bondholders at the time, as it was inferred that the new arrangement implied a weakening of the control of the Inspector-General. As a result of diplomatic conversations on the subject, a circular was officially published by the Chinese Government which satisfied the British Government that the Loan Agreements would not be infringed, and that under the new Finance Council the members of the Customs service, from the Inspector-General downwards, would continue to have the same functions, duties, and responsibilities as under the Waipu. When, however, Sir ROBERT HART went on leave and recommended Sir ROBERT BREDON, the Deputy Inspector-General, to the head of the service, *pro tem.*, there was renewed anxiety regarding the Customs organisation. In British, and we believe in certain other circles, there was a want of confidence in Sir ROBERT BREDON's capacity for the position, and a conviction that under his régime foreign control over the Customs would be greatly endangered. Consequently another appointment in the Government service of China was found for Sir ROBERT BREDON, and Mr. F. A. AOLIN had the honour of being selected to succeed him, as the Acting Inspector-General of the Customs. Mr. AOLIN, who is an able administrator, will no doubt now be given the substantive appointment, and under his direction there is every ground for confidence that the efficiency of the Imperial Maritime Customs Service of China will suffer no deterioration, and will continue to serve as a striking monument to the genius and administrative ability of its distinguished creator, who has just passed full of years and honours into that bourn whence no traveller returns."

The annual fire brigade competition will take place on 4th prox in front of the City Hall.

Several deportees arrived yesterday from Singapore by the s.s. *Kutang*.Yesterday four steamers came alongside the wharf at Kowloon. They were the *Dorfinger*, *Senegambia* and the *Glenfarne*.

A Chinese was found in a dying condition in an alleyway near the Eastern Market on Wednesday. He died on the way to the hospital. A Chinese school teacher at Queen's College reports to the police that between the 15th and the 20th September somebody stole his wife's jewellery from his house. It was valued at \$30.

The death is reported of Mr. Walter Percy Spiers, proprietor of the business of the Seaview Hotel, Tanjong Katong, and owner of the International Restaurant, Singapore. He died from the effects of sunstroke. Mr. Spiers was an enthusiastic tennis player and a good all-round sportsman. He was 31 years of age, and leaves a widow and child to mourn his loss.

Philatelists will be interested in the following extract from the *Straits Times*:—A very distinct difference is noticeable in the latest reprint of 4-cent stamps for the Straits Settlements. They are of much lighter colour than the previous ones of the same denomination and may be of interest to philatelists as distinguishing what is probably the last issue bearing the portrait of the late King Edward.It is often difficult to maintain the gravity due to the dignity of the Bench, but we fairly broke down the other day (writes a London correspondent of the British North Borneo *Herald*) when a small boy of eight and a pretty little girl of about ten appeared in court to ask for a divorce! Happy to relate a few paternal words of advice adjusted this matrimonial discord, and the parties left court once again on amicable terms, though no doubt the lady got a severe curtain lecture that might as well be delivered in future the bests of her lord and master.

The late Sir Robert Hart had not a ready reply to every questioner. He had long been accustomed to dealing with delicate questions needing great deliberation, and he grew into the very natural habit of deliberating before he gave an answer. It was said of him by a Frenchman on one occasion that "he rolled the answer back and forth seven times, and then he did not make it." But at another time Miss Bredon relates in her biography of her uncle, "a lady at a soiree went up to him with a rose in her hand. 'May I offer you my buttonhole,' the sail smiling. The mere fact of a question having been asked him suddenly put him instinctively on his guard; an uncommunicative look spread over his face, and to her horror and his own subsequent amusement, he answered, 'I should prefer to consider the matter before answering'."

A telegram received by the American Consulate-General, Hongkong, from the Manila Observatory yesterday morning reported a cyclone or typhoon N. of Naha moving N.

The *Central China Post* says:—The Sheng-ping is at present in possession of a girl of sixteen years of age, who was rescued from a kidnapper, and, as no one has claimed her, the Court considers it its duty to have her married. Public notice is given that whoever wants her must take her as a number one wife, or as a secondary wife only, if his first wife has no children, then the candidate must not be over thirty years of age, and must have some trade or business. Also he must be presentable in appearance, and not suffering from any disease.Rear-Admiral Murdoch, Commander-in-Chief of the U. S. Asiatic Squadron, spent a few days last week at Nanking. On Tuesday he paid a visit to Vice-Admiral Chang Jen-chen, being accompanied by Comm. andor Bispham of the *Saratoga*; Commander Chester M. Knepfer, of the *Sealena*; Commander W. C. Miller, of the *New Orleans*; and Lieut. D. W. Bagley. The Viceroy subsequently paid a return call on Admiral Murdoch at the U. S. Consulate, the flooded nature of the streets preventing his Excellency from visiting the flagship.

Many in the East will regret to see this item of news relating to a greatly liked naval officer:—Rear-Admiral Lewis Bayly (First Cruiser Squadron) is the latest addition to the list of high officers in the doctor's hands. Nothing is known as to the exact nature of his complaint, but when he was landed from Spithead on Monday night (Aug. 16) he was, it is officially stated, suffering a good deal of pain. Inquiry at Haslar Hospital last night elicited the information that the patient was progressing as satisfactory as could be expected, and was in no immediate danger.

GOVERNMENT HOUSE.

His Excellency gave an official dinner at Government House last night, to which the following were invited:—

Dr. and Mrs. Atkinson, Mr. and Mrs. Crofton, Mr. and Mrs. Hodgson, Mr. and Mrs. Lamp, Mr. and Mrs. Nisbet, Mr. and Mrs. Fanfani, Mr. Kremer, Captain Barrett, Mr. and Mrs. Cunningham, Major Dykes, Major Pleury, Mr. Hockaday, Rev. Morison, Commander Vella, Mr. and Mrs. Bavia, Mr. and Mrs. Bir, Mr. Macdonald, Mr. and Mrs. Newall, Mr. and Mrs. Rose, Mr. Scott, Mr. and Mrs. Thomas.

S. S. "SENEGAMBIA" IN A TYPHOON.

As she entered port yesterday about noon placing the police flag, it was apparent that the Hamburg-American Line steamer *Senegambia* had encountered a typhoon, and her débray-strewn deck, battered plates, doubled railings and battered lifeboats bore testimony to the fury of the gale through which she had passed.The *Senegambia* left Singapore on the 13th instant with a general cargo and between 400 and 500 Chinese deck passengers. She experienced light north-easterly winds, veering to the south, as far as Cape Padaran. On the 18th she encountered a north-westerly wind and sea, and a high north-easterly swell, which caused the ship to pitch and roll considerably. The weather grew worse as she proceeded on her voyage, and when night closed in, a heavy sea was sweeping her decks. At midnight an effort was made to head the ship for the south, but this proved impossible owing to the strong wind and the high sea. On the morning of the 19th it was apparent that the storm was still gathering, and when the barometer read 22.68, those on board got everything in readiness for the approaching typhoon. The weather grew thicker as the morning wore on, and the increasing wind was accompanied by blinding showers of rain which made it impossible to see a ship's length ahead.At noon the *Senegambia* was in the grip of the typhoon. The Chinese passengers were placed in No. 5 and 6 holds and battened down, but some of them in their haste to get below left their luggage on deck and this was swept overboard. The officers had no time to bother about trifles like this while the storm was upon them. The Chinese crew went below, and would not lend a helping hand, and it was left to the first, second and third officers to lash the hatches to keep the water out. It was a difficult and dangerous task, but eventually they succeeded, although not before the second officer had sustained a number of bodily injuries. The steamer was swept by cross seas, which lashed both her sides. Two lifeboats were carried away and the swinging foremast derrick smashed another into matchwood. The outside derricks were also torn from their fastenings, and broke the backstay. The rails of the steamer were doubled like so much wire, the gangways were stripped of their planks, and a number of plates on the starboard side of the vessel were dented. For some 21 hours the ship was kept head on to mountainous seas, and then the storm passed, leaving her deck strewn with debris, but not causing other serious damage.The *Senegambia* was about 200 miles north of the Parcels when she encountered the storm, and after passing through it she had fair weather for the rest of her voyage to Hongkong. But trouble then occurred on board through the loss of the luggage of some of the Chinese passengers, and this was why the steamer flew the police flag as she entered port. The police boarded the steamer, and apparently settled disputes to the satisfaction of all concerned.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

DEATH OF SIR ROBERT HART.

LONDON, September 21st.

Sir Robert Hart died at Marlow at 10.30 last night from heart failure following pneumonia.

[Who's Who gives Sir Robert Hart's record as follows:—

Hart, Sir Robert, 1st Bt: cr. 1839; G.C.M.G. cr. 1893; K.C.M.G. cr. 1882; M.A. L.L.D.: Insp. Gen. of Customs in China, 1863-1908, and of Posts, 1896-1908; b. Milltown, Co. Armagh, 20 Feb. 1835; s. of Henry Hart Ravnæs, House, Lisburn, Co. Antrim, and Ann, 2nd d. of John Edgar, Ballybally; m. 1866. Hester Jane, s. d. of Alexander Bredon, M.D., Portadown; one s. 2nd d. Educ.: Queen's Coll. Taunton; Weely Coll. Dublin; Queen's Coll. Belfast; B.A. 1853; M.A. 1871; Hon. L.L.D. 1882. Entered Consular Service in China, 1854; Supernumerary Interpreter, Superintendent of Trade, Hongkong, 1854; Supernumerary, British Consulate, Ningpo, 1854; Assistant, British Consulate, Ningpo, 1855; Second Assistant, British Consulate, Canton, 1858; Secretary to the Allied Commissioners for the Government of the City of Canton, 1858; Interpreter, British Consulate, Canton, 1858; granted special permission to resign and accept an appointment in the Chinese Imperial Maritime Customs, 1859; Chinese Maritime Customs—Deputy Commissioner, Canton, 1859; Officiating Inspector-General, 1861-63; Commissioner at Shanghai, with charge of Yangtze, Ports and Ningpo, 1863; Inspector-General, 1863; gazetted Min. Plen. 1865, but declined; Forderer of the Museum für Völkerkunde, Leipzig, 1878; Hon. Member, China Branch, Royal Asiatic Society, Shanghai, 1879; Hon. Member Oriental Museum, Vienna 1880; Hon. Fellow, Royal Statistical Society, London, 1890; Hon. Member Instituto de Droit International, 1892; Commander of the Order of Leopold, Belgium, 1893; Chevalier of the Order of Wasa, Sweden-Norway, 1870; Knight Grand Cross, Order of Francis Joseph, Austria; Grand Officer Legion of Honour, France, 1885; Grand Officer, Order of the Crown of Italy, 1884; Commander, Order of Pia IX., Rome, 1885; Knight Grand Cross, Order of Christ, Portugal, 1888; Knight Grand Cross, Order of the Polar Star, Norway, 1894; Knight Grand Cross, Order of Orange Nassau, Holland, 1897; Order of the Crown, First Class, Prussia, 1910; Brevet Title of An Chu San (Civil Rank of the Third Class), China, 1864; Brevet Title of Pi Cheng San (Civil Rank of the Second Class), China, 1869; Red Bullion of the First Class, China, 1881; Double Dragon, Second Division, First Class, China, 1885; the Peacock's Feather, China, 1885; Ancestral Rank of the First Class of the First Order for Three Generations with Letters Patent, China, 1889; Brevet Title of Junior Guardian of the Heir Apparent, China, 1901; Grand Cordon Order of Crown of Italy, 1907; First Class Order of Rising Sun, 1907. Publication: *These from the Land of Sina*, 1901. Heir: s. Edgar Bredon, b. 1873. Address: 38 Cadogan Place, S.W. Club: Athenaeum.]

RE-ASSURING NEWS.

The representatives of the leading banks were received at the Foreign Office by the Under-Secretary, who informed them that a favourable settlement would be reached in two or three days.

An official statement denies that the situation is more acute. It is desirable that neither side should affirm finally on standpoints on which it is unable to yield in written notes, from which it is difficult to retreat. It was considered the wisest course to return for the present to verbal negotiations.

Herr von Kiderlin-Wächter and M. Cambon meet again to-morrow.

The German Under-Secretary's assurance has had an excellent effect. The Paris, Berlin and London Stock Exchanges show general improvement.

THE STRIKE SITUATION IN IRELAND.

LONDON, September 21st.

The Irish Railway Companies have not replied to the ultimatum of the workmen's Union, declining to recognise it.

Goods traffic is at a standstill in the south-west, and the supply of foodstuffs to England is practically stopped.

Up to the present the threatened general strike has not materialised.

From the provinces come news of wholesale arrests.

Everywhere there are local strikes and acts of violence.

THE CZAR AND HIS LATE PRIME MINISTER.

LONDON, September 21st.

Prior to his departure from Kieff, his Majesty the Czar visited the hospital where M. Stolypin was lying, and spoke words of comfort and encouragement to his widow.

The Czar in a rescript says: "Expressions of sincere indignation reaching us from all sides show that all right-minded people share our sorrowful resentment of the ruthless outrage perpetrated on my courageous champion, which darkened the joyous feelings aroused, and the hearty welcome accorded myself and the Empress on our visit to the South-Western Provinces."

ALLEGED ENGLISH SPIES.

LONDON, September 21st.

Reuter's correspondent at Emsden wires that the two Englishmen arrested were released, and then re-arrested on instructions from Berlin.

It is stated that they have a yacht lying at Delfzyl, in Holland, and that a camera and three developed plates of Emsden harbour were found in their possession.

CRICKET.

A match between the A.O.C. and 80th Co. R.G.A. at Happy Valley yesterday resulted in a win for the former by 97 runs to 61. The scores will be published to-morrow.

LONDON, September 21st.

Reuter's correspondent at Emsden wires that the Englishmen arrested are both young, and are stated to be officers.

They are confined in separate cells, and the Public Prosecutor has been sent for.

AUSTRALIAN TRANS-CONTINENTAL RAILWAY.

LONDON, September 21st.

Reuter's correspondent at Melbourne wires that the House of Representatives has passed the first reading of a Bill providing for the construction of a transcontinental railway from Kalgoorlie to Port Augusta.

TELEGRAMS.

FROM THE "CHUNG NOOI SAN PO."

THE CHENGDU RIOTS.

PEKING, September 21st.

The revolt is over in Chengdu. All shops have re-opened and students have returned to the schools.

The Throne has sanctioned the request of Shen-chau-Hsun, the newly appointed Commissioner to Szechuan, to release the president and vice-president of the Provincial Council who were locked up in prison by the order of the Viceroy.

Shen-chau-Hsun has memorialized the Throne asking to be relieved of the duty of going to Szechuan, the trouble being now practically over.

A RIOT IN KANSU.

PEKING, September 21st.

A riot has occurred in Sui-Ling in the province of Kansu. Many thousands of rioters marched to Sui-Ling where they defeated the soldiers and captured the city.

THROUGH REUTER'S AGENCY.]

THE "LUTZOW."

LONDON, September 19th.

The Lutzow, in whose No 3 hold a fire was discovered while unloading at Antwerp, was discovered while unloading at Antwerp, is now discharging.

WHITE AND BLACK PREJUDICES.

LONDON, September 19th.

Reuter's correspondent at Memphis cables that a memorial signed by many settlers is being sent to England through the Governor deprecating the deportation of the Hon. Galbraith Cola as overriding legal trial.

DEMONSTRATIONS PROHIBITED IN PARIS.

LONDON, September 17th.

Paris telegrams state that the Premier has prohibited the anti-war and dear food demonstrations to be held in the streets arranged for Sunday.

BOY SCOUTS NOT WANTED.

LONDON, September 16th.

The Governor of Finland has dissolved the Finnish Boy and Girl Scouts, numbering eight thousand, after receiving a letter from the Senate condemning the movement.

CANADIAN POLITICS.

LONDON, September 17th.

Ottawa telegrams state that the eve of the polling finds both sides confident of victory. Enthusiasm is running high.

Sir Wilfred Laurier in addressing several meetings at Montreal last night appealed to the electors not as Imperialist or Anti-Imperialist, not as a Frenchman or Englishman, but as a Canadian above and before himself.

Mr. Sifton, the Ex-Minister, predicts victory for the Opposition, but the Liberals anticipate large gains among the farmers of the west and the maritime provinces.

OBITUARY.

LONDON, September 21st.

The Rev. Robinson Duckworth, D.D., Sub-Dean and Canon of Westminster, is dead.

THE WRECKED STEAMER "FIFESHIRE."

A HEAVY UNDERWRITING LOSS.

Through the stranding of the vessel underwritten stand to lose quite £250,000. The hull is valued at £50,000, while £25,000 is effected on freight, disbursements, and total loss policies. The vessel loaded cargo at Brisbane, Rockhampton, Sydney, Melbourne, and Adelaide. While what she loaded at Melbourne nor the whole of the cargo was known in London, the Adelaide cargo was for was roughly estimated at £150,000, which, since the remaining cargo is not likely to be worth less than £25,000, brings the total interest up to a quarter of a million sterling. There have been a number of heavier losses than this for the Marine Insurance Market, but it is certain to be one of first-class importance.

POSITION OF THE WRECK.

From the first the view formed by the underwriters of the possibility of salvage was of a very gloomy nature, and the opinion was strengthened by the following report received from Aden on the 16th ult.:

Ship lying hard sandy bottom and coral in 19 feet water, broadside on to very heavy swell.

Water in hold No. 1, 17½ feet; hold No. 2, 12 feet; hold No. 3, 3.7 feet; hold No. 4, 33 feet; fore peak full bumping heavily, boilers lifting three inches. See breaking aboard. Prospect salving unfavourable. Large number natives along.

MACAO NOTES.

(FROM OUR OWN CORRESPONDENT.)

Macao, 16th September.

"THE LIGHT THAT FAILED."

The works of the Macao Electric Company are now standing completely silent. A notice was issued last Friday that the public would not be supplied with the light until Sunday, but this seems to be more like dust thrown in the eyes of the public, as a look round the factory shows everything at a standstill. A heap of rusting iron is found on one side, in another place is some coal, and a few brick pillars stand like monuments in a cemetery. What the future will be it is difficult to say, but it is not particularly bright.

GOING BACKWARDS.

The Senate held an extraordinary meeting on Saturday and decided to instil the old method of illumination by kerosene lamps. This has given great satisfaction to the public, as the streets are better lighted by these lamps than they were by the electric light.

EUROPEAN TELEGRAMS.

The celebration on the 5th October promises to be very interesting. In addition to the programme already sketched there will be a military parade, in which the Macao Civil Force will also participate. There will be all kinds of sports and fireworks, and the Chinese are throwing themselves with enthusiasm into preparations for the procession at night.

FIRE.

On Sunday fire broke out in Barra Street, and had it not been for the service of two Chinese pumps the outbreak would have reached considerable dimensions. The service of these two pumps should be recognized, and the authorities should rescind the order prohibiting pumps from participating in fires.

V.R.C. AQUATIC SPORTS.

The annual aquatic sports meeting of the Victoria Recreation Club opened in the Club bath yesterday before a large attendance of spectators, when the heats in a number of races were swum off and other events competed for. Results are as follows:—

Two LENGTHS HURDLE race: First heat—1. A. A. Alves, receives 3 secs; 2. R. C. Witchell, scratch. Second heat—1. A. G. V. Ribeiro, receives 4 secs; 2. H. E. Saylor, receives 2 secs.

TEAM RACE, two lengths: L. C. Souza's team comprising F. L. da Roza, J. M. R. Pereira, H. G. White, G. W. Serrall and B. W. Bradbury.

Two LENGTHS (scratch). Open to army, navy and police: 1. Bugler Harris, K.O.Y.L.I.; 2. Pte. Smith; 3. Bugler Burgess.

LONG PLUS: 1. A. S. Ellis, 59 ft; 2. R. C. Witchell, 55 feet.

100 YARDS HANDICAP—First heat: F. L. da Roza, receives 12. Time—73 secs. Second heat: H. C. Saylor, receives 11. Time—72.45 secs. Third heat—1. R. C. Witchell, receives 11 secs.

400 YARDS CHAMPIONSHIP.

T. Logan 1
A. A. Claxton 2

Time—6 min. 18.35 secs.

The 440 yards race for the Colony was the principal event on the day's programme, and brought forth five starters. They were, T. Logan, A. A. Claxton, F. M. de Cruz, Bugler Burgess and Bugler Harris of the K.O.Y.L.I. Logan established a lead from the start, and gradually increased it as the lengths dwindled. The buglers fell out after about eight lengths, at which time Cruz was hanging to Claxton. But in the concluding lengths the latter's pace proved too warm and Cruz fell back. Logan, however, ended with a dash beating Claxton by more than half a length.

The sports will be continued this afternoon.

A WARNING TO OTHERS.

Before Commander C. W. Beckwith, R.N., at the Marine Magistrate's Court yesterday, Hugh Hunter, chief engineer of the *Lacres*, charged his No. 1 Chinese fireman with absenting himself from the ship without leave.

Prosecutor informed the Court that at 10 p.m. on Sunday orders were given to raise steam on the main boilers, and the firemen were put on regular watches until the typhoon signals were down. At 8 p.m. witness found that defendant was absent without leave, and against the orders of the ship, and when he returned on Tuesday afternoon he did not report himself.

Witness inquired why he had left the ship without leave, and he replied that he had been to buy provisions, and threatened to take all the men out of the ship. He used this threat on two occasions with insolence.

His Worship took into consideration the previous good character of the defendant, and sentenced him to 14 days' imprisonment with hard labour as an example and warning to others.

WHAT EXCHANGE MEANS IN CHINA.

As an indication of what exchange means in import and export matters in China, it is said that most of the Chinese goods exported to the United States—that is, native goods purchased in the interior and forwarded to the United States for use of Chinese in the United States—are handled with practically no other profit to the middleman than the small difference in value between five silver 20-cent pieces and the standard silver dollar, or paper dollar, calling for a silver dollar, as recognized by the banks dealing in foreign exchange. The producers in the interior are paid the same amount in 20-cent pieces the buyers in America are charged with in standard dollars at current gold exchange, except, of course, freight, packing and similar charges. A prominent firm of Chinese brokers which handles remittances from the United States and Australia for Chinese residents there sending money to relatives in China, and which remits to the relatives in subsidiary coin the sums it receives in standard silver dollars from abroad, reports that often its commission thus obtained will amount to 8 per cent of the remittance.—U.S. Consular Report.

THE DEATH OF SIR ROBERT HART.

H.A.T.

HIS LIFE-WORK.

The news reaches us by telegraph of the death in England of Sir Robert Hart, G.C.M.G., who since 1865 down to 1908 controlled the Chinese Imperial Maritime Customs service. When Sir Robert went home on leave just over two years ago, few besides himself expected that he would return to China. At that time the world's Press devoted many columns of space to a description of his remarkable career, and now that the veteran I.G. is no more, the following article, which appeared in *The Times*, will bear reproduction as being an appreciation and criticism of Sir Robert Hart which will receive wide endorsement:—

The departure of Sir Robert Hart from Peking practically terminated an official career which is perhaps unique in the history of the relations of the Western world with the Orient. For forty-five years Sir Robert Hart has controlled the great service of the Imperial Chinese Maritime Customs with which his name is inseparably associated. He did not find it, but he guided its development and enlarged its scope to such degree that he may be almost regarded as its real creator. Yet it is not only as Inspector-General of Customs in China that Sir Robert Hart has received worldwide recognition and distinction. That position made him, as has been truly said, "the permanent trustee of foreign interests in China," but he was much more than that. For many years he was the acknowledged intermediary between Western nations and the Chinese Government. During a period of transition, when Europe was hammering at the gates of China—sometimes with guns, always with insidious buffer and to lessen the impact of a shock. He was the constant and confidential advisor of the Chinese authorities, and was even permitted to negotiate treaties and conventions. He made terms of peace with France after the war of 1885, and was the preponderating voice when the Chefoo Convention and many another international agreement was drafted. The position he occupied was difficult and delicate. Though the trusted counsellor of China, he was also regarded by foreign nations, particularly by Great Britain, as a custodian of their rights and privileges. If in the conduct of diplomatic negotiations he sometimes chose to consider that primarily he owed a duty to his Chinese associates, we are not now disposed to criticize him on that account. It was natural and inevitable that the warm sympathy with the Chinese race, which he conceived very early and has never since withheld, should remain the predominant influence in his mind. That the possible consequences of his attitude were long misunderstood in England is clear from the article of the post of Minister Plenipotentiary at Peking, which was made to him in 1885. The good sense and sound judgement which have distinguished Sir Robert Hart's generally distinguished career.

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sense of duty he cherishes towards China might have steered him to public protest; for no man knows better that under Chinese control the cancer of corruption may very soon eat into the core of the service which is in the moment of his life. Long association with the Chinese and a sincere sympathy with their kindly aspirations led him at the moment of controversy to reveal that he had become overproficient in the art of yielding. We do not blame him for his predilections, but we fear for the possible consequences which he might have helped to prevent. With the cheap snare that he had set for public protest; for no man knows better that under Chinese control the cancer of corruption may very soon eat into the core of the service which is in the moment of his life. Long association with the Chinese and a sincere sympathy with their kindly aspirations led him at the moment of controversy to reveal that he had become overproficient in the art of yielding. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33, Telephone No. 12.

Teleggraphic Address: PRESS CODES: A.B.C.

5th Ed. Lieber's.

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Members of the above Club will be held in the PAVILION, on FRIDAY, the 29th Sept. 1911, at 6 p.m.

By Order,

E. A. M. WILLIAMS,
Acting Secretary.

Hongkong, 22nd September, 1911. [1174]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM ANTWERP, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENFARG."

Captain W. L. Hartnell, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignment risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 27th inst., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME & CO., Agents.

Hongkong, 21st September, 1911. [1173]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co. Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 9 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st September, 1911. [11]

NORDDEUTSCHER LLOYD, BREMEN-IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees BEFORE NOON To-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 9.30 A.M.

All Claims must reach us before the 2nd October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 21st September, 1911. [15]

SITUATION WANTED.

BRITISHER (age 27), desires position in Shipping or Mercantile Office. First class experience and credentials.

E. D.

Care of "Daily Press" Office.

Hongkong, 15th September, 1911. [1150]

BROWN, JONES & CO.

41, Morrison Hill Road.

METAL and PORCELAIN WREATHS,
CROSSES, ANCHORS, HEARTS and
GLASS CASES from \$5.00 up.

MEMORIALS, new designs in stock.

Telephone 423.

Hongkong, 1st June, 1911. [176]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/-.

Write to-day.

B. WEINGOTT,
Dept. J.

Wanganui, New Zealand.

INTIMATIONS

V. R. O.

ANNUAL SWIMMING SPORTS.

TO-DAY (FRIDAY), 22nd September, Commencing at 5 P.M.

TO-MORROW (SATURDAY), 23rd Sept., Commencing at 4 P.M.

100 yards, 220 yards, 440 yards and 800 yards Championships of the Colony, and many other Events.

MILITARY BAND in attendance on SATURDAY, 23rd September, on which day afternoon tea will be provided for Ladies.

ADMISSION: Non-members \$1 each day; Ladies 50 cents each day.

Hongkong, 18th September, 1911. [1162]

VICTORIA SKATING RINK.

THE NIGHT OF THE SEASON.

TO-MORROW (SATURDAY), 23rd Sept.

MONSTER PROGRAMME.

15 Rounds.

IRON BUX v. KID MARRIOTT,

for the Bantam Championship of the Orient.

15 Rounds.

SAPPER MILES, v. CORPL. CHAMPION,

K.O.Y.L.L.

Army and Navy Light-weight Champion.

Aldershot.

8 Rounds.

Seaman COAKER, v. Pte. POTTER,

H.M.S. "KENT," K.O.Y.L.L.

Pte. SMITH, v. STOKER BIGGINS,

K.O.Y.L.L.

H.M.S. "KENT."

4 Rounds.

LI HUNG CHANG v. Young J. JOHNSON,

J. DEMPSEY,

SID. KELLY,

Referee.

Timekeeper.

Commencing at 9.15 P.M., sharp.

POPULAR PRICES:

Ringside \$5, Stalls \$3, Gallery \$1.

Late Trams to the Peak.

Plan and Bookings at ROBINSON PIANO CO.

Hongkong, 13th September, 1911. [1160]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on TUESDAY, the 26th September, 1911, at 5.30 P.M. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing office-bearers for the ensuing year, &c.

A. V. MONE,

Act. Hon. Secretary.

Hongkong, 20th September, 1911. [1169]

GEO. FENWICK & CO., LIMITED.

(In Liquidation.)

THE Creditors of the above-named Company are required on or before the 30th day of September, 1911, to send their names and addresses, and particulars of their Debts or Claims, and the names of their Solicitors (if any) to the Undersigned, the Liquidators of the said Company, and further, if so required by Notice in writing, personally or by their Solicitors or Representatives, to come in and prove their said Debts or Claims at such time and place as shall be specified in such Notice, AND NOTICE IS HEREBY GIVEN that in default thereof, such Creditors will be excluded from the benefit of any distribution before such Debts are proved.

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 5th September, 1911. [1113]

HONGKONG CLUB.

NOTICE.

THE TWENTIETH DRAWING of

SIXTY-FIVE DEBENTURES of the

HONGKONG CLUB (1896 issue, \$100.00 each)

was held in the HONGKONG CLUB HOUSE,

on THURSDAY, the 14th September, 1911,

when the following Debentures were drawn for Redemption:

5 274 624 1274 1588

17 284 628 1296 1644

34 295 680 1355 1659

41 366 686 1365 1684

48 403 727 1379 1689

63 429 770 1394 1710

81 457 901 1397 1728

82 471 950 1408 1730

101 494 1043 1423 1797

106 503 1062 1427 1823

143 511 1070 1529 1889

165 506 1094 1532 1902

206 614 1160 1550 1994

and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on SATURDAY, the 30th September, 1911, in Exchange for surrender of same.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, 14th September, 1911. [1152]

NOTICE.

THE DRAWING of 60 DEBENTURES

of the CLUB GERMANIA, payable on

SATURDAY, the 30th September, 1911,

will be held at the Club, at 6 o'clock P.M., on WEDNESDAY, the 27th September, 1911.

Bearers of Debentures are invited to attend the Drawing.

For the Committee,

H. A. SIEBS,

Hon. Secretary.

Hongkong, 19th September, 1911. [1167]

NOTICE.

WE beg to inform our Lady Customers

that our Establishment will be

CLOSED at 5.30 P.M. every day, commencing

from

WM. POWELL, HORNLESS
LTD. GRAMOPHONES

LOSS OF APPETITE.

HOW TO RECOVER IT EASILY.

It is a matter of considerable importance when, for some reason, known or unknown, an individual loses his appetite.

While this loss of appetite may be purely temporary, it may, nevertheless, be so protracted that it may lead to a greater or less loss of weight and a sensation of marked weakness. What the sufferer needs is a food which can be readily taken, is easily digested and rapidly assimilated, so that it maintains the strength at its highest point, and will restore the normal appetite for ordinary food.

These conditions are abundantly filled by Sanotogen, the greatest revitalising tonic-food known to science. It is admitted by all physicians to be more easily digested and more rapidly absorbed than anything else, putting the body in the highest state of nutrition and keeping it there. In addition, it supplies a tonic force which helps the stomach to recover its normal powers, thus bringing about a return of healthy appetite.

A typical example of the way in which Sanotogen acts in such cases is published in one of the leading medical journals—"F. F. complained of palpitation and shortness of breath. She lived principally on tea and bread and butter, and it was with much difficulty that she was able to continue her employment. She was ordered Sanotogen in milk as a staple article of diet. This she took without difficulty. Her symptoms gradually subsided, and at the end of a month she was able to take her meals with a good appetite and was free from all appearance of Anæmia.

Sanotogen may be obtained of all Chemists.

[105-348]

FUTURE OF THE GERMAN NAVY.
THE GERMAN EMPEROR'S RECENT SPEECH.

Berlin, August 28.
The Emperor William's speech last night at Hamburg has as yet produced no distinct echo. The newspapers seem not to know whether they are expected to call it a "Friedensrede" or a "Flotterede." The journals—which are almost exclusively Liberal—attempt to treat the concluding passage about naval expansion almost as an indiscretion. When one examines the language of his Majesty as reported it is in point of fact impossible to say precisely what it was intended to convey. The following is a translation of the concluding and political passage:—

We must not be surprised to find that the expansion of trade in our newly-united Fatherland has caused inconveniences to many people in the world. I think, however, that in commercial spheres, as well as others, competition is healthy. It is necessary for States and peoples, in order to spur them on and stimulate them to new achievements.

It is the same thing, as we have seen to-day on the fine racecourse, where the officers of my Army have ridden, before the eyes of thousands of Hamburg's sons and so many of their fair daughters, we see a rider imagining that he has already won the first prize, when on his right and left come his two nearest rivals and work their way up to him till it means a stern struggle between the three. The rider who has hitherto been leading grasps the whip to spur, not at the riders whose competitors, but at his own horse, as he gives the spur. So the competition of nations can be fought out in peace.

During the last decades the German people has created a defence for its trade and its navigation in the German Navy, a Navy which is developing mightily and distinguishing itself everywhere by the vigour of its personnel and by its discipline. The Navy is in which expresses the will of the German people to count for something on the sea. This young Navy, still growing to maturity, enjoys in a special degree the interest of the men of Hamburg. If I understand aright the enthusiasm to which the people of Hamburg give expression, I think we can assume that they are minded (dass es ihre Anstrengung ist) to strengthen our Navy in the future also (und ferner), so that we can be sure that nobody will dispute with us the place in the sun which belongs to us (den uns zugescherten Platz an der Sonne). I raise my glass to the health of the Hanse towns and to the greatest of them, Hamburg.

The Berliner Zeitung, which this morning called the speech a navy speech, and said it indicated that the Government was contemplating naval expansion beyond the limits of the present law, says to-night that there is likely to be a difference of opinion as to the extent to which "whip and spur" are to be used, and that it is possible to give the Emperor's words a narrower meaning than that there are to be fresh demands for the Navy. It would be "premature" to press the meaning of the word "furtherin." The present Navy Law, which runs to 1917, invests in itself a considerable "strengthening" of the existing Navy and what will happen after 1917 of course nobody knows. It is largely a question of finance, and "the Reichstag has to speak the deciding word."

Similarly, the Vossische Zeitung tries to invoke the Treasury, the Admiralty, the Federal Council, and "above all, the Reichstag," as possible hindrances to the fulfilment of the Emperor's predictions in the sense in which they will be taken by the Navy League, for example. As might be expected, the Post exclaims in an article headed "England and the Enemy" that there is nothing but a strong Navy which can keep England off.

While the Emperor's allusions to the future of the Navy will remain on record and be treated with all the respect that they deserve, it may be noted that an immediate application of their supposed meaning is not probable. Both with a view to the coming elections and for the encouragement of the belief abroad that German naval expansion under the Navy Law has really reached its climax, it seems likely that the German naval authorities will be careful to give no present indication of further increases. It is, indeed, stated already in inspired paragraphs that the Navy Estimates for 1912, which must by now be pretty well settled, will contain no surprise as regards the programme of construction. The question whether the Navy is, or is not, to be prominently used for Government purposes in the coming elections is, perhaps, rather more doubtful, but the answer depends on calculations which can hardly have yet been worked out.—*The Times*.

MAULED BY A TIGER.

EUROPEAN NEARLY KILLED.

The Rangoon Gazette contains an account of the mauling of a European lad by a tiger in Burma. It is a little curious that the tiger's victim should bear so leonine a name as Leo Lyons.

Lyons with two friends went to Tikkylia about a fortnight ago to hunt deer, and went on from there to the little village of Lemannauska, several miles from the railway station. While there a party of Burmans and Shans armed with spears and clubs came to him and told him that a tiger had been caught by them in a trap in the jungle close by the village and asked him to go with them and shoot it. He agreed and they took him to the place where it was found that the tiger had broken away from the trap and escaped. One of the men, armed with a spear, agreed to lead the way, the balance of the party, some eighteen or twenty in number, following behind the boy. The party went on and when about to enter a dense part of the jungle, the tiger stepped out of the underbrush not five yards in front of the boy. The guide fell to the ground in a dead faint, and the balance of the party dropping their clubs and spears fled for the nearest trees. Lyons fired and hit the animal, which fell but was up in a moment and sprang at him. The spring was not a powerful one, as the tiger was partially disabled with pieces of the chain trap around his neck and right fore leg, which was broken. It managed to get the lad, however, and grabbed his left leg in its mouth and crushed it badly, at the same time tearing his right knee and thigh with one of his paws.

"What do you mean?" asked the fare angrily. "Have you lost your senses?" At these words the boy turned and, recognizing the cabman, she smiled amiably, and said: "Bonjour, German!"

"Bonjour, Altesse!" replied the "cooker," and the two engaged in a long and familiar conversation, of which M. de Maiziere understood not a word. As they parted the boy, still smiling, said: "Et vous savez, German, merci encore!"

He gave her a profound salute, held in his hand which had fainted, and the man who was just coming round sprang to his feet and staggered for the jungle. The tiger's attention was attracted by this, and he released his prey and started after the other man. When it entered the jungle, the rest of the party returned to Lyons and lifting him up carried him to Tikkylia, where his wounds were dressed. The next day he was taken to the general hospital at Rangoon, where he is now slowly recovering. The tiger was found dead the next day in the jungle, and on being skinned it was found that the bullet had penetrated a vital part. The animal is said to have been a very large and powerful one, and but for the broken leg and chain around its neck would have torn the lad to pieces.

When
on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tonic up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

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[105-348]

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[902]



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FANCY AFTERNOON TEACLOTHS.

LINEN DEPT.

PHONE
346A.
[1130]

WHERE BRITISH EDUCATION FAILS.

In the present class of secondary education the schools of the type which chiefly furnish boys to the engineering profession are almost wholly destitute of any organization adapted to that end. From the oldest, such as Elton, Marrow, and St. Paul's, down to the newest secondary schools established by the County Councils, not one, according to Professor Sirman P. Thompson, in a paper read at the Institution of Civil Engineers, has any definite educational goal to set before the majority of its boys. Some schools aim definitely at preparing a handful of their scholars for Sandhurst, for Woolwich, for Junior Civil Service competitions, for University Scholarships, for conjoint board examinations or for matriculation at one of the universities. But these aims are for minorities of the scholars. In all England, a single school which has a definite educational aim towards which it strives to train as many as 50 per cent. of its scholars! In general, school-masters devote their energies to preparing a few scholarship candidates, and have no definite educational aim whatever for the bulk of the boys. Until this hopeless state of things is radically altered, and until the goodness or badness of a school is adjudged, not by the proportion of all its scholars whom it brings to a maturity test, British education will continue to be in a bad way. Contrast this state of things with that which exists in the secondary schools all over Central Europe, Austria, Prussia, Bavaria, Switzerland and even Denmark, which are vastly ahead of us here. In all German secondary schools, whether of the Gymnasium, the Real Gymnasium, or the Oberrealschule type, there is a perfectly definite goal before every boy in the school. Before he reaches the Ober-prima, or topmost class, he will have to pass the Evangelical examination, or pass out disgraced; and it is his ambition, and that of his master, that he shall pass not only this, but also the Abiturient or Maturity examination some three years later. If he passes Abiturient examination in his school—an examination held in his school by co-operation of his teachers with the Government commissioner who comes to conduct—the way is open for him to any university and to any professional career. If the German boy fails to pass the Maturity examination of his school he is marked as unfit for professional life. The universities are closed to him. The Church is closed to him; he cannot become a barrister, solicitor, physician, surgeon, veterinary surgeon, architect, engineer, surveyor, patent agent or accountant.—Engineering.

Similarly, the Vossische Zeitung tries to invoke the Treasury, the Admiralty, the Federal Council, and "above all, the Reichstag," as possible hindrances to the fulfilment of the Emperor's predictions in the sense in which they will be taken by the Navy League, for example. As might be expected, the Post exclaims in an article headed "England and the Enemy" that there is nothing but a strong Navy which can keep England off.

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SINGAPORE: Messrs. BOENHO Co., LTD.

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Y. SHIBUYA,
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Hongkong, 16th August, 1911. [636]

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Inspection Invited.

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Hongkong, 26th October, 1905. [608]

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Hongkong, 31st July, 1907. [609]

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having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 22nd inst., at 10 A.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SANDER WIEDER & Co.

Agents.

Princes Building.

Hongkong, 15th September, 1911. [13]

THE PRINZ SIGISMUND.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst. will be subject to rent.

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Hongkong, 15th September, 1911. [13]

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SINGAPORE QUOTATIONS.

Singapore, September 15, 1911.

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Non. Value.	Buyers' Sellers
2s Aligar	536 4s 6d
2s Aligar Options	142 1s 10d
£1 Anglo-Java	310 4s 6d
1 Anglo-Johore	6s 7s
2s Anglo-Malay	167 17s 10d
£1 Anglo-Sumatra	55s 68s 9d
1 Ayer Kuning	96s 20s 6d
1 Bandung	40s 47s 6d
2s Batang Malaka	149 1s 10d
£1 Batu Caves	226s 240s
1 Batu Tiga	70s 78s 9d
1 Bentong Borneo	165s 17s 9d
1 Belit Kajang	107s 41s 3d
1 Bent Lintang	76s 3s 8d
2s Bentuk Merapau	24d 2s 8d
£1 Bentuk Rajah	222s 23s 3d
2s Bentuk Selangor 15s pd.	1s 6d 5s 6d
£1 Carav United 10s pd.	5s 6d 9s 9d pm.
1 Castlefield	10s 9s 11s 6d
2s Chersonese	3s 3s 3s 9d
2s Chinch	1s 1s 1s 1d
2s Chooi Ord	32s 32s 35s
2s Chooi Prof.	32s 32s 35s
2s Consolidated Malay	163s 17s 6d
£1 Damaneera	105s 11s 5d
1 Densitown	20s 25s
2s Edinburgh	710s 9s
£1 Federated Selangor	190s 21s
2s Galang Besar	3s 4s 4s
£1 Gondola	73s 8s 3s
1 Golden Hope	80s 90s
1 Hejop	7s 8s 10s
1 Harpenden	172s 6s 19s 3s
£1 Highlands & Lowlands	4s 4s 4s
1 Inh Konneth	180s 197s 6s
2s Jas	1s 12s 1s 2s
£1 Juhro R. Lands 10s pd.	5s 10s 6s pm.
1 Juru	1s 1s 1s
2s Kampung Kwantang	9s 6s 11s 3s
2s Kumunung 1s pd.	5s 5s 6s pm.
2s Kupar Para	5s 5s 10s
£1 Kupitigalla	94s 10s 6s x div
£1 Kupong	115s 125s
2s Kua Tinggi	2s 2s 2s
£1 Kuan Jumpp	128s 9s 134s
2s Labu (P.M.S.)	9s 9s 7s x div
21 Lampon	87s 6s 74s
1 Ledbury 1 pd.	55s 62s
1 Ledbury 12s 6d	2s 28s 6s
2s Linggi Ord.	30s 42s 41s 9s x div
2s London Asiatic	10s 3s 11s 3s
£1 Lum t 16s 6d	10s 14s 6s pm.
1 Melacca 75s Prof.	169s 17s 5s
1 Ord.	162s 6s 17s 6d
2s Merlinian	3s 7s 3s 10s
2s Options	1s 4s 1s 10s
£1 Mount Austin	27s 7s 3s x div
1 N. Hummock 16s 6d	58s 65s pm
2s Padang Java	2s 2s 2s
2s Patalang	42s 46s 6s
2s Pelepas	3s 6s 4s 1s
2s Pernik	6s 7s
£1 Perma	18s 6s 21s
2s Port Dickson 4s pd.	par 2s 2s pm.
1 Perhia Prof.	2s 2s 2s
1 Per. Est. of Johore 15s pd.	2s 3s 6s
2s R. Est. of Krian	2s 3s
£1 R. Invest Trust 10s pd.	6s 1s 9s 1s pm
1 Sagor	20s 22s 23s 6d
1 Sangong	21s 23s 26s
1 Seaford	90s 100s
2s Selangor	41s 45s
£1 Serayn	2s 3s 3s
2s Serghal	4s 4s
£1 Serghan	6s 7s 1s 3s
1 Shillong	47s 56s 8s
2s Singapore Para	3s 6s 42s 6s
2s Sirata S. Bertan	58s 58s 104s
£1 Strait-Rubber	90s 100s
2s Sungai Para	8s 7s 9s 3s
£1 Sungai Choh	6s 7s 73s 3s
2s Sungai Karap	10s 11s 14s 1s
£1 Sungai Krian Prof.	1s 2s 22s 6s
1 Sungai Sakal	67s 78s 9s
1 Sungai Way	105s 115s 30s div
1 Tanjung Malim 12s 6d	2s 2s 2s 2s
1 Tangkai Prof.	1s 1s 1s 1s
1 Tataran	5s 6s 6s 1s
£1 Teng-hye	90s 98s 9s
1 United S. Rang	92s 6s 10s 6s
1 United S. Batong	2s 2s 2s 2s
2s United Sumatra	6s 7s 7s 3s
2s United Temisang 1s 3 pd.	4s 4s 8s 22s 2s 2s
2 Val d' Or	1s 10s 24s
2s Vallombrosa	27s 29s 6s x div
2s Yam Seng	7s 8s 8s
£1 Ayer Gajah	810s 1s 150s
10 Ayer Hitam	340s 36s 30s
1 Ayer Kuning	050s 070s
1 Ayer Molek	175s 180s
5 Ayer Panas	45s 46s
1 Bal-cowrie	80s 82s 25s x div
Bukit Timah	810s 10.00
1 Bukit K. B.	05s 07s
10 Changkat Sordans	41s 5s 50s
£1 Den.	35s 40s 300s pm.
31 Glencaly	1s 15s 150s
5 Hayor	60s 72s
10 Herkis, 38 pd.	100s 100s pm.
10 Indragiri	5s 6s 6s
1 Jin	010s 035s
5 Kedah, 84 pd.	3,000s 4,000s 400s div
5 Kedah	1s 2s 10s
5 Kedah	1s 15s 125s
1 Melaka Puds	070s 080s
2 Melakoff	147s 1,52s
5 Mardin, 425 pd.	500s 500s pm.
5 M. r. u.	07s 09s
2 New Serendah	1.9s 2.02s
5 New Singapore	4.7s 5.00
1 Nyahs	03s 037s
5 Pajam	9.35s 9.75s
1 Pantai	0.9s 1.02s
10 Pegoh	28.50s 29.00s
10 Pulau Bulang, 8250 pd.	1.25 div
1 Pungkor	0.40s 0.55s
5 Radella	8.50s 9.75s
2 Sandcroft	18.00s 18.50s
2 Singapore & Johore	9.35s 9.50s
2 Sungai Bagan	0.75s 0.85s
10 St. Helena	15.00s
1 Tambak	0.50s 0.55s
5 Teluk Anson	4.00s 4.10s
2 Trafalgar	0.65s 0.75s
1 Ulu Pandan	0.45s 0.50s
1 United Malacca	0.47s 0.52s
1 United Singapore	1.05s 1.10s
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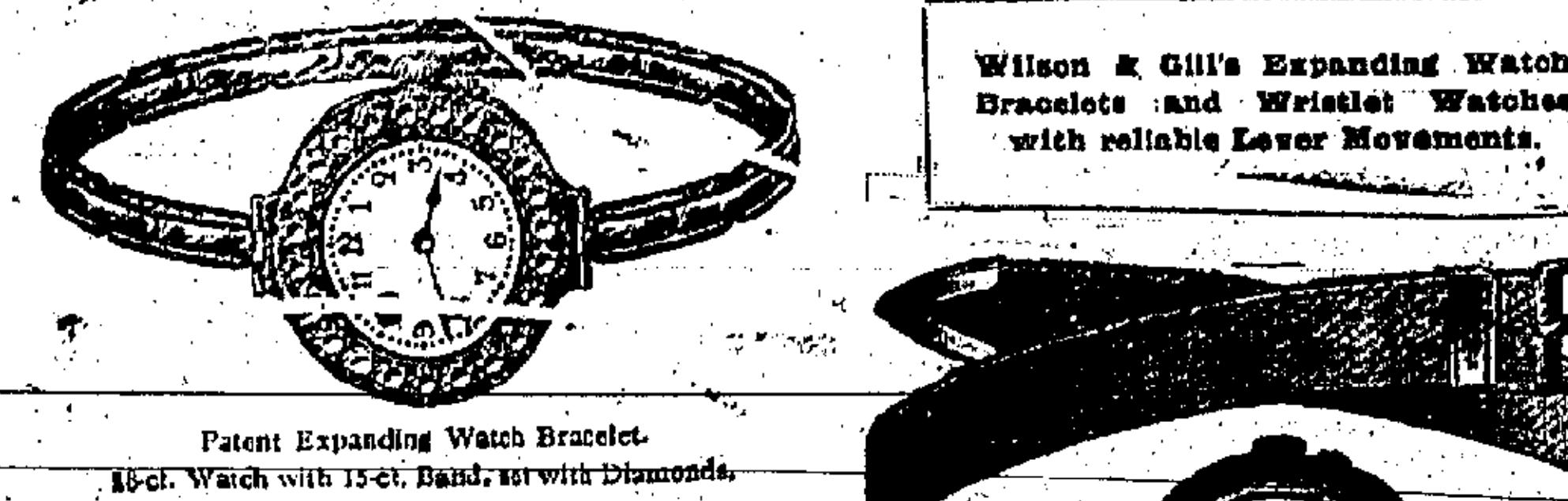
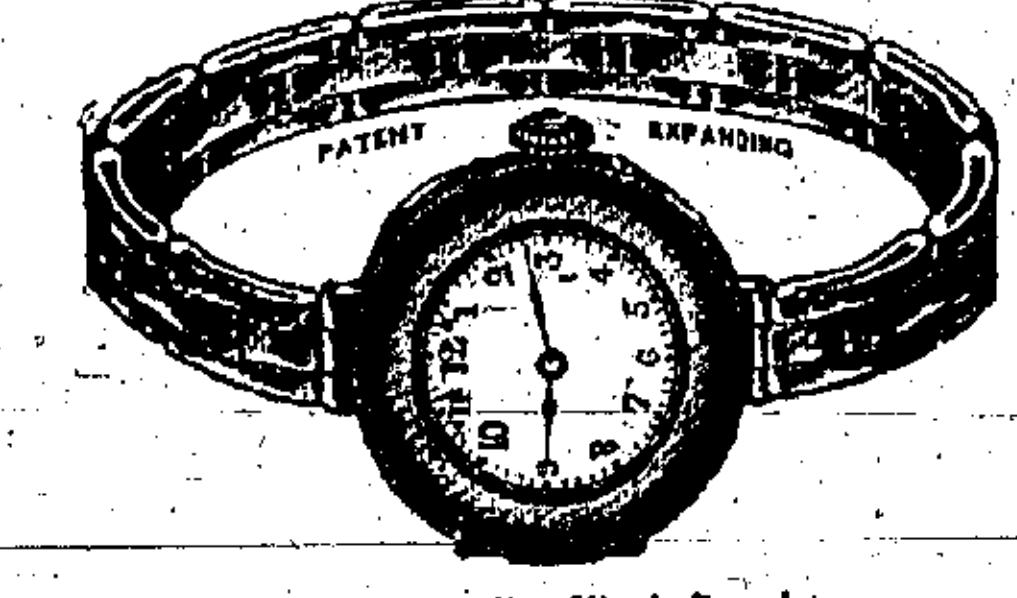
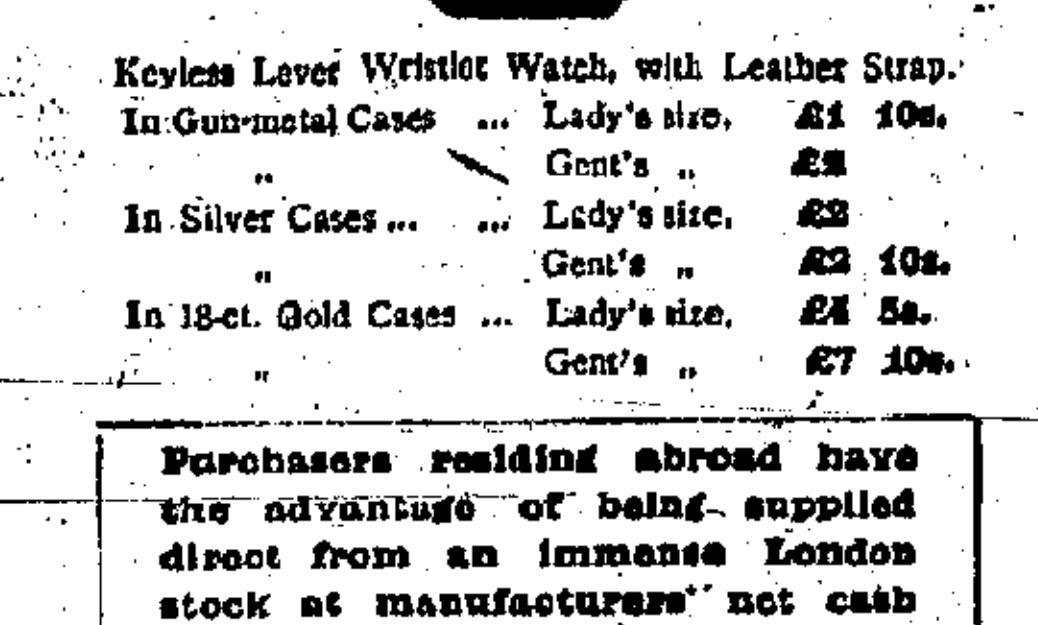
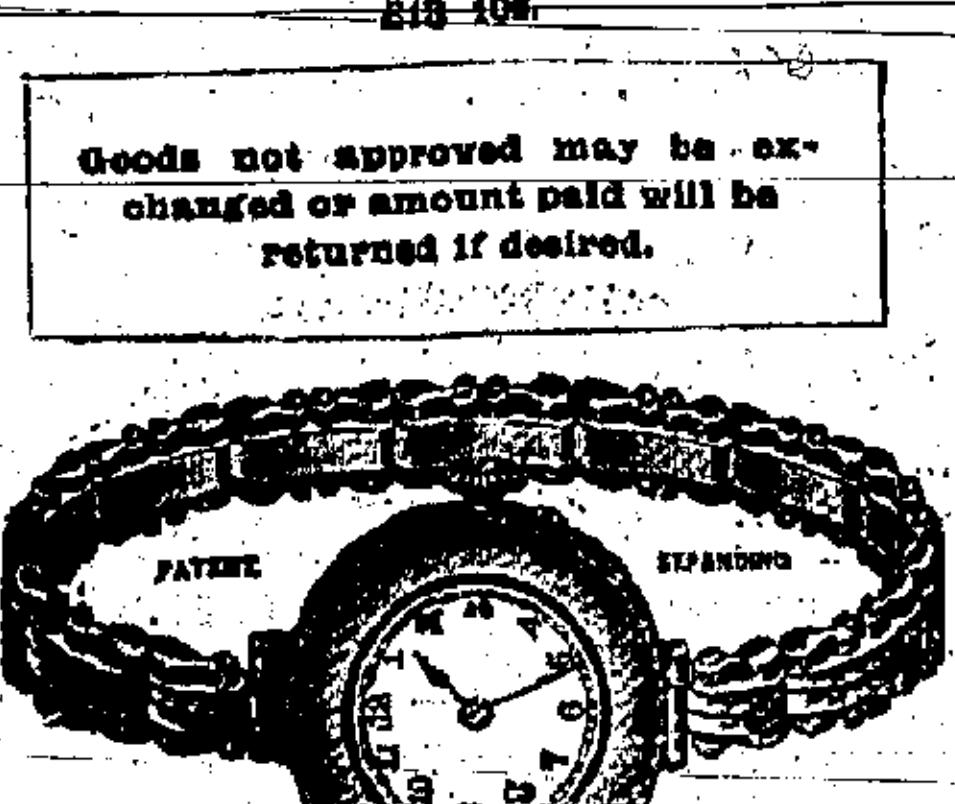
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North-China	25	160, sellers
Yantze Assoc.	\$60	\$274
Ch'uan	\$60	\$210, sellers
Hongkong Fire	\$50	\$350, sellers
China Fire	\$20	\$123, sellers
Shipping:		
Indo-China (prof.)	25	Tls. 49, sellers
Shell Trans. (ord. & Trading prof.)	21	24, ex div.
Sm'ln Tug & prof.	150	Tls. 171, sellers
Lighter (ord. & Tug-boat prof.)	150	Tls. 46, buyers
Kochien Transport- & Tow-Boat	150	Tls. 30, sellers
Docks & Wharves:		
Sh'hai Dock & Eng. H. & W. Dock	100	Tls. 57, buyers
S. & H. K'weh Wharf	100	Tls. 61, buyers
H. K'lon W. & G. Yangtze	100	Tls. 64, buyers
Tobacco:		
Raub Australian Chinese Eng. & Min.	81	\$—
Sh'hai Investment	100	Tls. 144, seller
H'kong Investment	100	\$93, buyers
Ump'rys' Estate	80	\$81, sales
Weihsien	70	Tls. 44
China	70	50, nom.
Anglo-France	100	Tls. 94, buyers
Plantations:		
Alma Estates, Ltd.	21	Tls. 71, buyers
Ayer-Tawal Rubber P'ty Co., Ltd.	75	Tls. 10, buyers
Chempakadu	21	Tls. 12
Dominion Rubber	21	Tls. 24
Kalumpong Rubber	21	Tls. 11.90, sellers
K. Java P'ty Co., Ltd.	21	Tls. 4, sellers
Sorwong R'ber	21	Tls. 20, sales
Shanghai - Sumatra		
Tobacco	20	Tls. 102
T. R. & T. Estate Co.	21	Tls. 12
Cottons, etc.:		
Two	150	Tls. 90, sales
International	77	Tls. 14
Laou Kung Mow	100	Tls. 60, sales
Soy Chee	100	Tls. 24
Shanghai Cotton	100	Tls. 55
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A. Butler Cement, The Works	750	Tls. 23, buyers
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BY ROYAL APPOINTMENT TO THEIR MAJESTIES THE KING AND QUEEN OF SPAIN, HER MAJESTY THE QUEEN OF DENMARK, HER MAJESTY THE QUEEN OF GREECE.

Patent Expanding Watch Bracelet.
15 ct. Watch with 15 ct. Band, set with Diamonds.
£35Complete Illustrated Catalogue of
all Departments post free
to all parts.Patent Expanding Watch Bracelet.
15 ct. Watch with 15 ct. Band, set with Pearls.
£35Keyless Lever Wristlet Watch, with Leather Strap.
In Gunmetal Cases ... Lady's size. £1 10s.
Gent's ... £2.
In Silver Cases ... Lady's size. £2.
Gent's ... £2 10s.
In 18 ct. Gold Cases ... Lady's size. £2 5s.
Gent's ... £2 10s.Purchasers residing abroad have
the advantage of being supplied
direct from an immense London
stock at manufacturers' net cash
prices.Patent Expanding Watch Bracelet.
15 ct. Watch with 15 ct. Band, set with Pearls.
£35Pat. Watch with 9 ct. Band
18 ct. ... 15 ct. ... £7 6s 10d. 1043.CGoods not approved may be ex-
changed or amount paid will be
returned if desired.

POSTAGE FREE ON ALL ARTICLES OF JEWELLERY ILLUSTRATED ABOVE.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C. SEATTLE &
PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sail on or About
KUMERIC	11,000	G. B. McGuire	10th October.
LUCERIC	11,000	J. Mathie	25th October.
HERCULES	7,900	R. Williamson	10th November.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
KING'S BUILDING, Praya Central.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: From COLOMBO:
30th September. 17th October.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

539

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.Cargo carried on through Bills of Lading from HONGKONG to RIVER PLATE
Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

From HONGKONG: From CALCUTTA:
Frequent Sailings. End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... to be despatched End December.

S.S. "KATANGA" ... 5,600 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, 26th August, 1911. [1075-173]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.

COPENHAGEN and BALTIK PORTS ... "YEDDO" ... About 20th Sept.

SHANGHAI, YOKOHAMA, KOBE & MOJI "CANTON" ... About 17th October.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

YORK BUILDINGS TOP FLOOR.

"THE GOLDSMITHS,"

139 & 141, REGENT ST.,
LONDON, W.

Telegraphic and Cable Address: Wiliant, London. Telephone: 3011 Central.

Wilson & Gill's Expanding Watch
Bracelets and Wristlet Watches
with reliable Lever Movements.

15 ct. Watch with 15 ct. Band, set with Diamonds.

15 ct. Watch with 15 ct. Band, set with Pearls.

15 ct. Watch with 9 ct. Band.

SHIPPING

ARRIVALS
CHINCHING, British str., 1,229, W. W. Kay, 21st Sept.—Wakamatsu 15th Sept., Coal, Butterfield & Swire.

CHUNGMING, British str., 1,199, F. Mooney, 20th Sept.—Tientsin 14th Sept., General Chinese.

DAIJI MARU, Japanese str., 846, H. Murayama, 21st Sept.—Tamsui, Amoy and Swatow.

22nd Sept., General Oshio Shoson Kaisha.

DERFLINGER, German str., 5,148, F. Proesch, 29th Sept.—Hamburg 10th August, Manila and General Melchers & Co.

GLENPARC, British str., 2,350, W. Hartwell, 21st Sept.—London and Singapore 14th General—Shewan, Tomes & Co.

KWANGTUNG, Chinese str., 2,161, 21st Sept.—Canton.

KUTSUNG, British str., 4,895, H. C. D. Bradley, 21st Sept.—Calcutta via Siamts 7th Sept., General Jardine, Matheson & Co.

SENEAMBIA, German str., 3,730, Eckhout, 21st Sept.—Hamburg and Singapore 13th Sept., General Hamburg America Line.

SHACHING, British str., 1,307, J. H. Brown, 21st Sept.—Wakatsten 15th Sept., Coal.

Butterfield & Swire.

SOSHU MARU, Japanese str., 1,119, K. Sugawa, 24th Sept.—Amping, Antay via Swatow.

19th Sept., General Oshio Shoson Kaisha.

SUMATRA, British str., 2,976, W. R. Lee, 21st Sept., 21st Sept.—London 12th August, General P. & O. S. N. Co.

TSUJUGAWA MARU, Japanese str., 2,559, S. Watanabe, 21st Sept.—Mikie 15th Sept., Coal—Mitsui Busan Kaisha.

YEDDO, Swedish str., 2,467, C. H. Anderson, 21st Sept.—Moj 15th Sept., General Olof Wijk & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

21st September.

Burgo, German str., for Kruuk.

Derflinger, German str., for Shanghai.

Huching, British str., for Swatow.

Lucius, British str., for Singapore.

Munzang, British str., for Sandakan.

DEPARTURES

21st September.

BELLOW, German str., for Europe, &c.

CHENAN, British str., for Shanghai.

DERVENT, British str., for Saigon.

HAITAN, British str., for Swatow.

HANGSANG, British str., for Canton.

JOHANNI, German str., for Swatow.

KYOMI MARU, Japanese str., for Auping.

LINAN, British str., for Canton.

ONHANG, British str., for Tsinlung.

PRINZ SIGISMUND, German str., for Kobe.

SOSHU MARU, Japanese str., for Canton.

SUMATRA, British str., for Shanghai.

SUNGKAWANG, British str., for Haiphong.

TRIUMPH, German str., for Hulow.

ZAFIRO, American str., for Manila.

SHIPPING REPORTS.

The British str., Kutsang reports: Moderate S.W. monsoon and sea.

PASSENGERS.

ARRIVED.

Per Glegfarg, from London, &c., Mr and Mrs P. Palmer, Mr and Mrs Veblen.

Per Derflinger, for Hongkong, from Hamburg, Mr H. Lütersen and Mr A. Reubold; from Genoa, Mr and Mrs W. Schroeder; from Colombo, Mr E. J. Warren; from Singapore, Mrs E. J. Lee, child and servant, Mr and Mrs J. Kuan and servant, Miss J. H. Kuan and servant, Mr and Mrs W. G. Gouder, Mr and Mrs Butler and servant, Dr. Schulte, Dr. Schmidt, Miss Davidson, Mr G. W. Wison and Mr Kavner.

Per Sinatra, for Hongkong, from London, Mrs Blackwell and child, Mrs Christmas and 2 children, Miss J. Ewing, Mr and Mrs Baker and child, Mr and Mrs Peacock, Mr and Mrs McBornie, and Mr G. Thomas, from Singapore, Mr J. E. Edward, from London, for Manila, Mrs G. P. White, for Shanghai, Mr J. do W. Jansen, Mr and Mrs Mottram, Mrs Oldham, and infant, Mrs Leyton and infant, Mr W. P. M. White, Rev. W. H. Wright, Miss Martin and child, Mr, Mrs and Miss Minette, Mr and Mrs Hessey, for Yokohama, Mr and Mrs Haslewood and servant, from Penang, for Shanghai, Mr Faithfull and servant.

DEPARTED.

Per Zafiro, for Manila, Mrs Pearce, Mr S. Rikichi, Mr F. Ukihi, Mr H. F. Dickey, Mr A. Ronbold, Mr and Mrs W. Schroeder, and Mr C. P. White, for Cebu, Paulino Uy Dina, Mr Mariano Mirendado and Rev. O'Callaghan, for Iloilo, Mr and Mrs W. B. Gouder.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. Co's str. *Mongolia* arrived at Manila on the 17th inst., and leaves there on the 20th inst., and is due to arrive at Hongkong to-day.

The T.K.K. str. *Tsingtao Maru* sailed from Honolulu on the 12th inst., for Hongkong, and is due to arrive at this port on or about the 3rd prox.

The P. M. S. S. Co. str. *Persia* sailed from San Francisco on the 13th instant en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 17th prox.

The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 19th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 26th prox.

THE AUSTRALIAN MAIL.
The N.Y.K. str. *Kumano Maru* (Australian Line) left Sydney for this port via ports on the 6th inst., and is expected here on the 25th inst.

The E. & A. str. *Empire* from Sydney, &c., left Port Darwin on the 14th inst. for this port via Timor and Manila.

THE INDIAN MAIL.
The Indo-China str. *Laiyang* left Calcutta for the Straits and Hongkong on the 13th inst., and is due here about the 29th inst.

THE MERCHANT STEAMERS.
The Austrian Lloyd's str. *Vorwärts* left Shanghai for this port on the 18th inst. p.m., and will arrive here to-day a.m.

The N.Y.K. str. *Jiunen Maru* (Calcutta Line) left Moji for this port on the 18th inst., and is expected here to-morrow.

The Bank Line str. *Luzerne* sailed from Kobe on the 19th instant for Moji, and is due to arrive at Hongkong on or about the 26th inst.

The O.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 19th inst., and is due here on or about the 27th inst.

The T.K.K. str. *Bugio Maru* arrived at Kobe on the 17th inst., and sails thence on the 19th inst., and is due to arrive here on or about the 29th inst.

The T.K.K. str. *Hongkong Maru* arrived at Iquique on the 15th instant, and leaves there on the 21st inst., and is expected to arrive at this port on or about the 27th November.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Is^l and to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	ASSAY	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon
LONDON, HAMBURG & ANTWERP	GLENTURRET	Brit. str.	—	Jäger	SHOWAN, TOME'S & CO.	On 4th Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FURST BULOW	Gor. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 11th Oct.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DELORAVIA	Gor. str.	k. w.	Woyhausen	HAMBURG-AMERIKA LINIE	On 31st Oct.
HAVRE, BREMEN & HAMBURG, &c.	REINHOLD	Gor. str.	k. w.	Rossau	HAMBURG-AMERIKA LINIE	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SUPERIA	Gor. str.	k. w.	Eckhout	HAMBURG-AMERIKA LINIE	On 10th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Gor. str.	k. w.	Bremer	HAMBURG-AMERIKA LINIE	On 25th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	BAIERIN	Gor. str.	k. w.	Olof Wijk Co., Ltd.	HAMBURG-AMERIKA LINIE	On 12th Nov.
COPENHAGEN & BALTIC PORTS	YEDDO	Swed. str.	—	Sommer	NIPPON YUSEN KAISHA	Quick despatch
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANO MARU	Jan. str.	—	K. Homma	NISSON YUSEN KAISHA	On 27th inst., at D'light
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jan. str.	—	R. Dannecker	SANDER, WIELER & CO.	On 11th Oct., at D'light
TRISTE, &c., VIA SINGAPORE, &c.	VORVAEET	Aus. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, PM.
VICTORIA, C.B. & TACOMA VIA KELUNG & JAPAN	CHICAGO MARU	Jan. str.	—	Doddwell & Co., Ltd.	On 3rd Oct., at 11 A.M.	
BOSTON & NEW YORK	SATSUMA	Brit. str.	—	K. Noda	NIPPON YUSEN KAISHA	About 7th Oct.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMIA MARU	Jan. str.	—	S. Robinson	CANADIAN PACIFIC R. Co.	On 10th Oct., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	G. B. McGill	THE BANKE LINE, LIMITED	To-morrow, at 6 P.M.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	KUMSEK	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 14th Oct., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 17th Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jan. str.	—	A. G. Stevens	TCCO KAISEN KAISHA	On 30th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Brit. str.	—	E. Finlayson	PACIFIC MAIL S.S. CO.	On 6th Oct., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPO MARU	Jan. str.	—	M. Yag	PACIFIC MAIL S.S. CO.	On 20th Oct., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERSEA	Brit. str.	—	F. Breining	BUTTERFIELD & SWIRE	On 26th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	M. Hagnio	NISSON YUSEN KAISHA	On 29th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Brit. str.	—	M. Winkler	NISSON YUSEN KAISHA	On 7th Oct., at D'light
KOBE & YOKOHAMA	KAGA MARU	Brit. str.	—	—	JAYA-CHINA-JAPAN LIJIN	On 23rd inst., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	YUJANOK	Dut. str.	—	Forseyth	TOYO-KISEN KAISHA	On 14th Oct., at Noon
JAPAN	BYO MARU	Brit. str.	—	F. Mooney	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
FOOCHOW	KUDICHO	Brit. str.	—	C. C. Williams	JARDINE, MATHESON & CO., LTD.	On 26th inst., at Noon
CHIPISSHOW	CHIPISSHOW	Brit. str.	—	Spencer Wilde	BUTTERFIELD & SWIRE	On 26th inst., at Noon
CHINKIANG	YOCHOW	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LTD.	On 26th inst., at Noon
SHANGHAI	LINAN	Brit. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
SHANGHAI	HANGSANG	Brit. str.	—	W. R. Hickey	DODWELL & CO., LTD.	On 23rd inst., at 4 P.M.
SHANGHAI	KUTANG	Brit. str.	—	A. W. Outerbridge	THE BANKE LINE, LIMITED	On 24th inst., at 10 A.M.
SHANGHAI	WAKASA MARU	Brit. str.	—	J. W. Evans	THE BANKE LINE, LIMITED	On 24th inst., at 10 A.M.
SHANGHAI	CHINHUA	Brit. str.	—	Teek	THE BANKE LINE, LIMITED	On 24th inst., at 10 A.M.
SHANGHAI	CANDIA	Brit. str.	—	A. W. Outerbridge	THE BANKE LINE, LIMITED	On 26th inst., at 1 P.M.
SHANGHAI	DELHI	Brit. str.	—	P. & O. S. N. Co.	THE BANKE LINE, LIMITED	On 26th inst., at 1 P.M.
SHANGHAI	KWONGSANG	Brit. str.	—	G. F. Richard	THE	

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	CAPT. W. R. Hickey	23rd Sept.	About Freight only
DELHI	CAPT. H. S. Bradshaw	23rd Sept.	About Freight and Passage
SHANGHAI	CAPT. H. Powell	13th Oct.	About Freight and Passage
LONDON VIA USUAL PORTS	CAPT. G. W. Cockman	Noon.	See Special of Call.
For Further Particulars, apply to	E. A. HEWETT, Superintendent.	30th Sept.	Advertisement

Hongkong, 22nd September, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN" & "SANUL"	On 23rd Sept., M'dight
CHINKIANG	"YUCHOW"	On 24th Sept., D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CALMIS, TOWNSEND, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 26th Sept., Noon
MANILA, CEBU and ILOILO	"TEAN"	On 26th Sept., 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 27th Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 28th Sept., 4 P.M.
ALL AUSTRALIAN STEAMERS	"LINTAN" & "SUNUL"	Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried throughout and Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.
MANILA LINE	TWIN SCREW STEAMERS "TEAN" and "TAMING"	Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.
SHANGHAI LINE	FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN"	with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passenger must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. TELEPHONE 36
REDUCED FARES	—SINGLE \$45..... RETURN \$75.	For Freight or Passage apply to—
For Freight or Passage apply to—	BUTTERFIELD & SWIBB, AGENTS.	10

Hongkong, 22nd September, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPF SCHIFFAHEFS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG: S.S. RHEINFELS ... 29th Sept.
	FOR HAVRE & HAMBURG: S.S. SUEVIA ... 10th Oct.
	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. FURST BULOW ... 11th Oct.
	FOR HAVRE, BREMEN & HAMBURG: S.S. SENEGAMIA ... 23rd Oct.
	FOR ROTTERDAM & HAMBURG: S.S. BELGRAVIA ... 31st Oct.
	FOR HAVRE & HAMBURG: S.S. BAYERN ... 12th Nov.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th September, 1911.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Friday, 22nd Sept., Noon.
MANILA	"LOONGSANG"	Saturday, 23rd Sept., 2 P.M.
SHANGHAI via SWATOW	"HANGSANG"	Tuesday, 26th Sept., Noon.
SANDAKAN	"CHUNGSANG"	Tuesday, 26th Sept., Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 26th Sept., Noon.
TIENTSIN via TSINGTAU & CHEFOO	"CHIPEHNG"	Tuesday, 26th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 28th Sept., Noon.
SHANGHAI	"KWONGSANG"	Friday, 29th Sept., Noon.
MANILA	"YUENSANG"	Saturday, 30th Sept., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 3rd Oct., Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks

Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantian, Weihaiwei, Chefoo, Tsinan & Newchwang.

Taking Cargo on through Bills of Lading to Kukut, Labad, Dafu, Simpore, Tsinan, Jettson and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to— JARDINE, MATHESON & CO., LTD.

Hongkong, 22nd September, 1911.

[15]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAIN LEAVING

"HAICHING" ... Capt. W. C. Passmore ... FRIDAY, 22nd Sept., at 1 P.M.

"HAIYANG" ... Capt. J. W. Evans ... TUESDAY, 26th Sept., at 1 P.M.

* The s.s. "HAICHING" will not call at Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 22nd September, 1911.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Green	FRIDAY, 10th Dec., at Noon.

* Triple Screws, turbine engines. * Twin screws. * Twin screws, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 6th OCTOBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
ASSAYE	7500	February 3	MANTUA ... 11,000
HIMALAYA	7000	February 17	MACEDONIA ... 16,500
DELHI	8000	March 2	MOREA ... 11,000
INDIA	8000	March 16	Through Steamer
DEVANHA	8000	March 30	MOLDAVIA ... 11,000
DELTA	8000	April 15	MALOJA ... 12,500
ASSAYE	7500	April 27	MONGOLIA ... 16,000
DELHI	8000	May 11	MALWA ... 11,000

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £48.80

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS

Leave HONGKONG

Due LONDON

Tonnage about

NYANZA ... 7000 February 7

NILE ... 7000 March 6

NUBIA ... 6000 April 3

SUMATRA ... 5000 April 17

NAMUR ... 7000 May 1

PALAWAN ... 5000 May 15

HORSE ...

TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

FREE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 22nd September, 1911.

GUSTAV FEILER,
NETZSCHKAU i. VGTL.,
MANUFACTURER OFWORSTED GOODS, WOOLLEN
and UNION CASHMERES.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 22nd September, 1911.

HOEHL Extra
Dry.

Gout Americain.

Obtainable in Small Cases of

12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to—

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 22nd September, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

The Kowangle, with the Siberian Mail, is due to arrive here on Sunday, the 24th inst.

POB	PER	DATE
Kudat and Sandakan	Borneo	Friday, 22nd, 9.00 A.M.
Singapore	Friday	22nd, 11.00 A.M.
Sandakan	Friday	22nd, 11.00 A.M.
Swatow and Amoy	Sui Tai	Friday, 22nd, NOON
Macao	Semangka	Friday, 22nd, 1.15 P.M.
Shanghai, Kobe and Yokohama		Friday, 22nd, 3.00 P.M.
Singapore, Penang and Calcutta	Lighting	Saturday, 23rd, NOON
Macau (Taking Mails for Cebu and Illoilo)	Loongkong	Saturday, 23rd, 1.00 P.M.
Macao	Sui Tai	Saturday, 23rd, 1.15 P.M.
		Saturday, 23rd, Registration, Kowloon
		B.O. ... 3.00 P.M.
		Printed Matter and Samples ... 4.00 P.M.
		Registration ... 3.15 P.M.
		(Registration, with late fee of 10 cents, up to 4.00 P.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (E.C.) SIBERIAN MAIL TO EUROPE	Empress of Japan	
Chingkiang	Yochow	Tuesday, 23rd, 5.00 P.M.
Shanghai	Linan	Saturday, 23rd, 5.00 P.M.
Swatow, Amoy and Tamsui	Daiji Maru	Sunday, 24th, 9.00 A.M.
Samarang and Sourabaya	Clara Jensen	Tuesday, 26th, 10.00 A.M.
Shanghai, Kobe and Moji	Kutang	Tuesday, 26th, 10.00 A.M.
Taungtau, Chefo and Tientsin	Chipping	Tuesday, 26th, 10.00 A.M.
Manila (Taking Mails for Cebu and Illoilo)	Changsha	Tuesday, 26th, 10.00 A.M.
Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Hongkong	Tuesday, 26th, 10.00 A.M.
Swatow and Shanghai	Chunshang	Tuesday, 26th, 10.00 A.M.
Sandakan		Printed Matter and Samples ... 10.00 A.M.
		Registration ... 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Registration, Kowloon
		B.O. ... 9.30 A.M.
		No late fee
		Letters ... 11.00 A.M.
		Tuesday, 26th, Noon
		Tuesday, 26th, 3.00 P.M.
		Wednesday, 27th, 3.00 P.M.
		Thursday, 28th, 11.00 P.M.
		Friday, 29th, 11.00 A.M.
		Saturday, 30th, 10.00 A.M.
		Printed Matter and Samples ... 10.00 A.M.
		Registration ... 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Registration, Kowloon
		B.O. ... 9.30 A.M.
		No late fee
		Letters ... 10.00 A.M.
		Saturday, 30th, 10.00 A.M.
		Saturday, 30th, Printed Matter and Samples ... 10.00 A.M.
		Registration ... 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Registration, Kowloon
		B.O. ... 9.30 A.M.
		No late fee
		Letters ... 11.00 A.M.
		Saturday, 30th, 1.00 P.M.
		—OCTOBER—
		Tuesday, 3rd, 11.00 A.M.
		Prinz Sigismund
		Friday, 6th, 5.00 P.M.
		Buji
		Tuesday, 10th, 3.00 P.M.

Europe, &c., India via TUTICCOBIN. Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.	Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.
Manila, Cebu and Illoilo	Haiyang
Weihsien, Chofo and Tientsin	Tean
Singapore, Penang and Calcutta	Kueichow
Shanghai	Namsang
Shanghai	Chinkua
Shanghai	Kuongsang
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SAKIJI, YOKOHAMA, HONOLULU and SAN FRANCISCO SIBERIAN MAIL TO EUROPE	Mongolia
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Aldenhams
Europe, &c., India via TUTICCOBIN. Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.	Assaye
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).	Saturday, 30th, Printed Matter and Samples ... 10.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.	Registration ... 10.00 A.M.
The Parcel Mail will be closed on Friday, the 29th inst., at 5 P.M.	(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila, Cebu and Illoilo	Registration, Kowloon
Taking Mails for Cebu and Illoilo	B.O. ... 9.30 A.M.
Singapore, Penang and Calcutta	No late fee
Manila (Taking Mails for Cebu and Illoilo), Yap, Marou, Herbertshofe, Matupi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Letters ... 11.00 A.M.
Manila, Cebu and Illoilo	Saturday, 30th, 1.00 P.M.
	—OCTOBER—
	Tuesday, 3rd, 11.00 A.M.
	Prinz Sigismund
	Friday, 6th, 5.00 P.M.
	Buji
	Tuesday, 10th, 3.00 P.M.

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

September 21st	
ON LONDON—	Telegraphic Transfer 1/9 1/2
	Bank Bills, on demand 1/9 1/2
	Bank Bills, at 30 days' sight 1/9 1/2
	Bank Bills, at 4 months' sight 1/9 1/2
	Credits, at 4 months' sight 1/9 1/2
	Documentary Bills, 4 months' sight 10/12
ON PARIS—	
	Bank Bills, on demand 22/24
	Credits, at 4 months' sight 22/24
ON GERMANY—	
	On demand 18/21
ON NEW YORK—	
	Bank Bills, on demand 45
	Credits, at 60 days' sight 44
ON BOLOGNA—	
	Telegraphic Transfer 13/14
	Bank, on demand 13/14
ON CALCUTTA—	
	Telegraphic Transfer 13/14
	Bank, on demand 13/14
ON SHANGHAI—	
	Bank, at sight 75
	Private, 30 days' sight 76
ON YOKOHAMA—	
	On demand 87
ON SINGAPORE—	
	On demand 76
ON BATAVIA—	
	On demand 107
ON HAIKONG—	
	On demand 14 1/2 p.m.
ON SAIGON—	
	On demand 86
ON BANGKOK—	
	On demand 86
SOVEREIGNS, Bank's Buying Rate ... \$11.10	
GOLD LEAF, 100 fine, per oz. \$57.80	
BAR SILVER, per oz. 24/4	
	SUBSIDARY COINS. per cent
Chinese 20 cents pieces 55.29 discount	
Chinese 10 " 55.82	
Hongkong 20 " 55.04	
Hongkong 10 " 55.35	

SHARE LIST.—QUOTATIONS. HONGKONG, SEPTEMBER 21st, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, sellers
China Borneo Company, Limited	60,000	\$12	all	\$234 10/-
China Light and Power Company, Limited	50,000	\$5	all	\$104, sellers
China Provident, Loan & Mortgage Co., Limited	200,000	\$10	all	\$81
COTTON MILLS—				
Ewe Cotton Spinn'g & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 92
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$85.35
International Cotton Manuf'g Co., Ltd.	10,000	Tls. 75	all	Tls. 44
Leou-Kung-Mow C. Spinn'g & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 63.
Soy Chao Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 24.
Dairy Farm Company, Limited	40,000	\$72	all	\$231, sales
DOCKS AND WHARVES—				
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$50
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51, sellers
New Amoy Dock Co., Limited	10,000	\$62	all	\$77, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 58
Shanghai and Hongkow Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 86
Green Island Cement Co., Limited	400,000	\$16	all	\$4, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20
Hongkong Electric Co., Limited	60,000	\$10	all	\$214, sal. & bn.
Hongkong Hotel Company, Limited	8,000	\$50	all	\$119
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$72
Hongkong Ice Company, Limited	50,000	\$25	all	\$165, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, sales
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$25		